

Picture of the Month



Jim Martin in his Stearman entertains the crowd at the Galt Airport Flour Drop on August 18th. This perfect shot was taken by Eric Rehm.

Eric's Minor Mishaps

By Captain Eric Rehm, CFII

Have you ever done something in your aviation life that was rather embarrassing?

I'm not talking about anything huge like a gear up landing, but some small mistake or oversight that made you want to slap your head and say, doh! Maybe it was funny but still not something you usually share when you are hangar flying with your buddies?

Yep, me too. At the risk of shaming myself to a whole bunch of people, (I have been told this publication is read by many more individuals than the 430 who are on the distribution list) I will tell a few personal tales, all for the greater glory of Galt Traffic. Also my wife is the editor and I told her I would submit something for this month's newsletter and this is all I could come up with.

My first tale happened back when I was instructing in Dallas. I had a student who was well on her way to soloing and I felt quite comfortable having her preflight the Cessna 152 by herself as I tried to soak up as much air conditioning in the flight school office as I could before venturing back out in the 100 degree Texas heat. I gave her about ten minutes and moseyed out to the plane.

She was already strapped in and ready to go and as I walked toward the plane, its nose facing me, I gave it a quick once over and then checked the oil. I had just flown this plane a few minutes earlier and it flew fine then so there couldn't be anything I was missing right? I hopped in and my student promptly started up the venerable old Cessna, got her taxi clearance from the tower, released the

Editor's Note

The video of Idaho pilot Les Gropp's ill fated flight in his 1947 Stinson 108 has become a You Tube sensation with over a million hits. Its pretty obvious what is going to happen from the point the aircraft struggles into the air after using up all of the 5,000-foot dirt runway.

The 165-horsepower plane is unable to climb above 50 feet with four adult males on board and a density altitude of over 9,000 feet. It is disturbing to watch the video taken by one of the passengers as they fly over many areas of flat terrain and continue heading towards the trees and the mountains beyond.

Inevitably, they impact the trees and come to rest inverted on the ground. Luckily for everyone the pilot suffered only minor injuries and the three passengers were unhurt.

That is the hard way to learn about density altitude. Learning the theory of density altitude and its affects on aircraft performance is one thing. Experiencing it in reality really makes it sink in.

It is important to consider that it is not just a high altitude phenomenon. We have all probably experienced the impact of density altitude this summer with as many days of high pressure and high temperatures as we've had.

I was dumbfounded when the Piper Arrow I was training in could not make it to pattern altitude before I was abeam the numbers at DeKalb. Ninety-one degrees at a mere 914 feet above sea level with the pressure at 30.05 Hg totally sucked the life out of the Arrow's 200-hp engine.

The density altitude was 2,775 feet and although I knew that before I flew, it didn't really hit home exactly how that would affect my flight.

Now I know.

Beth Rehm, Editor

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brakes and started to move.

We went about 2 feet and came to a lurching stop. I thought she had slammed on the brakes for some reason but then she turned to me with a puzzled look on her face and said something like, "why did we stop?"

Uh oh. I put my feet on the rudder pedals, felt that the brakes were not engaged and noticed that the pedals didn't move smoothly left or right anymore. I suggested we shut down the engine and take a look at the plane from the outside.

Anyone care to guess what happened?

When I looked at the tail of the airplane, yep, you guessed it, the tail chain was still attached to the tail grommet and we had ripped it right off the plane. When it was yanked off, a piece of sheet metal was bent at a 90 degree angle and was now impeding the movement of the rudder.

How embarrassing. I can tell you that was the last time I went out to an airplane and didn't fully walk around it. My student just got distracted and forgot to unhook the tail chain during her preflight. There was a bit of vindication though the next day when our mechanic told me it was not the first time someone had done this to that particular airplane. There was a lot of sheet metal work already done to repair the damage caused by some previous pilot which happened to make our mechanic's job a bit easier. Well, that was something at least.

As I gained experience and moved up the aviation ladder, I still

managed to do some dumb things while flying freight. On this particular day, I was happily flying along in the clouds on my way to Detroit City Airport (DET) when center gave me a frequency change. It was winter and I was suffering from a bit of a cold. Nothing major but enough to make me blow my nose now and again which I had been doing frequently during this leg. I keyed my yoke mounted transmit switch, acknowledged the new frequency, cranked the coffee grinder knobs of the radio to the new freq and checked in with the next Center controller. No response. So, I tried again and this time the controller

part of my headsets was plugged in. It was. Well, I thought, I have a hand mic stashed somewhere in my flight bag, I guess I can fish that out and then it dawned on me. Anyone? Yep, the boom mic on my headset instead of being in front of my mouth was up around the crown of my head. I had moved it out of the way earlier to better facilitate the blowing of my runny nose. Doh! I rectified the situation and low and behold the controller could hear me this time. At least since I was alone in the plane no one knew about that one... until now.

Fast forward a couple of years and I was an bona fide airline pilot with a fourth stripe on my shoulders.

Surely I couldn't make any dumb mistakes now, right? Well maybe not.

This tale begins on a nice sunny morning in New York's L a G u a r d i a Airport (LGA). My First Officer and I walked out to our trusty Saab 340 and while he did the walk around, I headed to the cockpit.



came back with, "calling Detroit Center, I am getting carrier only, no voice." (For those of you who may not be well versed in aviation lingo, the controller was saying he could hear someone key a mic but all he heard was static.) I wondered if he was talking about me. I keyed the mic once more announcing myself and got the same response from the controller. I knew at this point that I was the one whom he was talking to. Time to troubleshoot. What could be wrong with my radios? I knew it was something wrong with my mic so I checked to make sure the mic jack

(No this has nothing to do with a tail hook, besides the Saab doesn't have one.) The ground power was hooked up so I flipped a switch to accept the power and turned on the three avionics switches. Everything came to life except for my two CRT screens, they were blank. (The Saab had a first generation EFIS system. Both left and right side pilots had two CRT screens each. An electronic Attitude Indicator and Horizontal Situation Indicator (HSI)). What the heck? My first thought was to recycle the left

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20 Best Places to Fly

By Captain Jean Forni

I wasn't able to attend EAA AirVenture this year, so I asked everyone I knew who went to tell me all about their adventures, so I could live vicariously through them. It sounds like a good time was indeed had by all.

One seminar our First Place Award Winning Editor attended was "The 20 Best Places To Fly." I thought, "Wow, I'll bet these are gonna be some really great, not well known places." I'm not sure what the criteria was for selection, but I was disappointed to find that these were touted as the 20 best: San Diego, CA, Lake Havasu, AZ, St. George, UT, Missoula, MT, Scottsdale, AZ, Corpus Christi, TX, Branson, MO, Colorado Springs, CO, Santa Fe, NM, Kitty Hawk, NC, East Port, ME, Cape Cod, MA, Long Island, NY, Washington, DC, Orlando, FL, Seattle, WA, Las Vegas, NV, Grand Canyon, AZ, Niagara Falls, NY, Key West, FL.

Of this list, I definitely agree with Kitty Hawk, NC. This is where it all began, a definite must see for all General Aviation pilots. The others??? OK, Seattle has the Boeing Plant Tours, Branson has all the shows (you have got to see the restrooms at Shoji's!), the Springs has the Academy, Grand Canyon, Niagara and Santa Fe are gorgeous, and Key West and Las Vegas, well, you can't go wrong there. Washington, DC, was an interesting choice. There's a lot more involved in flying into that area than Aviate, Navigate, and Communicate. Check out FFAST or AOPA for more details. It's a challenge, but challenges are good and make us all better pilots.

This all got me to thinking, "What would be my list of The 20 Best Places



A view of Prairie Du Chien, Wisconsin, from the air.

To Fly?" I thought long and hard about this and decided I needed to use a Lifeline, and Ask The Audience. What do you all think? Do you have any favorite places to fly?

Let's set the ground rules though. It must be a place for General Aviation aircraft that we all fly: no jets, no pressurization, single engine only. Email me your favorite places and why they are your favorites at forniflyer@aol.com. Periodically as the list grows, we'll publish it in Galt Traffic.

I'll start out with one: Prairie Du Chien, WI (KPDC). I like this because it is gorgeous flying in there with the bluffs and the confluence of the Wisconsin and Mississippi Rivers. My favorite time to fly in there is in the Fall when all the leaves are changing colors.

I've got 19 more spots on the list. Any suggestions?

Jean Forni is a Captain on the Airbus A320 with United Airlines and a CFII. She has accumulated 15,000 hours over 30 years and together with her husband

Bob, owns a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt. Jean joined EAA Chapter 932 in September 2010.



Scan this QR code with your smartphone to see a video of Ron Carlson's DH Beaver before the overhaul.



Click [here](#) if you don't have a smartphone.

So, What Does it Really Cost to Own an Airplane

By Larry Schubert

I must admit that I vacillated about whether or not to write this story. My misgivings were many. First off, money seems to be one of those things that pilots don't really talk about. We'll talk about the weather, the relative merits of various airplanes, even about family projectile vomiting on final approach. But we don't really talk specifics about money.

Secondly, money is a very private matter. It's really nobody's business except mine and my wife's. If we are asked about it, we may flippantly use terms like "money hole" and "expensive mistress" but that just dodges the real question....one which we are reluctant to detail. In my case, this is not because I fear to look foolish and wasteful to my friends. I simply do not want people to think I engage in a relatively costly hobby, but don't care about the money, as if it means nothing to me. Believe me, it does. Leslie and I are very careful with our cash, and only invest it in activities that have real value for us.

But not discussing this, openly and honestly, does a real disservice to those are considering an airplane purchase. It's easy to look at the price of a plane, and decide whether or not one can afford it. It's much harder to get a handle on the costs of keeping the plane, and how that might compare to the costs of continuing to rent. I went into it quite blind, and learned a lot in the last 16 years. Perhaps it would be helpful if I shared some of this hard-gained wisdom.

I keep very precise records of everything we spend on our plane.

Remember, this is a pretty simple airplane, but probably similar to the majority of airplanes one would consider as a first purchase. Our 1967 Cherokee 180 is pretty basic. Fixed pitch prop, straight gear, pretty bullet-proof Lycoming 360 engine, and "steam gauge" panel with some glass add-ons.

That being said, it is a good compromise airplane. Fast enough, and holds enough load to take nice trips. But it's economical enough that you don't think twice of going up for ½ hour to look at the corn.

For the following analysis, I am

per hour of flying was \$64.08. If you add in fuel, at an average cost of \$5.50/gallon, then that hourly cost goes to \$113.58.

That has to compare pretty favorably to renting. Interestingly, if I would have flown 150 hours, my hourly cost (wet) would have been \$107.17.

I do admit that I do not calculate in engine reserve on this. My engine TBO is 2,000 hours. Last time it cost me \$14,500 for my overhaul. It will probably be \$20,000 next time around, so if you wanted to be thorough you'd have to throw in another \$10/hour for engine overhaul allowance.

The really cool thing about this is that the more you fly, the cheaper it gets. Well, sorta. The fact is that fixed costs stay the same, so the more hours you fly the cheaper it is *per hour*. It's great when you can say to your wife (or husband) "honey, I'm going to go flying so we can save some more money." Usually good to be in the car before

they've have time to think about that.

What I cannot put a value on is the pure joy of owning an airplane, and the freedom and utility it offers. I fly when I want to fly, without having to reserve an airplane. And I do not worry about having to return it. Nobody else is flying it, so it's not getting beat up. (Well, OK, Arnie Quast does use it sometimes, but he's terribly careful, so I do not worry.) Flying the same plane all the time, you get used to every sound and feel, and know when something isn't quite right...you can actually sense it before you can mentally process it.

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Leslie and Larry Schubert enjoying a flight in Lucy, their Piper Archer, N4702L.

not considering the cost of the airplane itself. These are just all the costs associated with owning it for one year. I have to believe these costs would be very similar to a Cessna 172.

2011 was a fairly typical year. I flew 135 hours... this is actually a little lower than my usual 150 hours or so. There was the usual maintenance and annual inspection, an Airworthiness Directive on the yoke couplings, plus I put in a new starter and did some panel upgrades like a new EGT gauge.

If I take ALL my costs, including hangar, insurance, maintenance, licensing, etc., but NOT fuel, my cost

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avionics switch. That is always a sure fire way to fix any electrical gremlins. Did that but it didn't work, the screens were still blank. At this point I was sure I was missing something obvious (see, I did learn from my mistakes) but for the life of me, I could not figure it out. My F/O was still doing the walk around and I was too impatient to wait for him to pick his brain so I called our ops personnel and asked them to have a mechanic come out. Luckily LGA was a maintenance base and in short order one of the mechs came out. I can't remember the guys name now but he was friendly. "What's up E?" (It was a small base and everyone knew one another and for some reason the mechanics called me E. Go figure.) Anyway, I told him my Saab story and he looked up at the avionics switch. Hah, I already thought of that one you wily mechanic, you're not going to get that one by me. Next, he reached over my shoulder and turned

a little rheostat on the glare shield known as the dimmer knob and turned up the brightness on my screens and voila, they worked! Then it occurred to me that the pilot who brought the airplane in came in at night and had the screens dimmed. Doh! My CRT screens worked just fine, it's just that I couldn't see them dimmed in the bright morning sunlight. Well needless to say I felt like a heel but my mechanic didn't give me too much grief for it and my F/O was none the wiser, until now.

I am sure I could come up with some more anecdotes but I think my ego has suffered enough for this month's issue. Feel free to write about your own experiences. It might sting a little but it would sure make me feel better.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.

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You have the fun of doing the simple maintenance stuff yourself, and washing off bugs is way more fun when they are your wings. To borrow from the MasterCard commercial, these things are "priceless."

When you look at these costs, it's also fun to compare them to other people's hobbies. My ex-partner was a boater. He had a pretty large boat, which he kept on the Mississippi River. I know it cost him way more to purchase than did my plane. And with dockage costs, and fill-ups that would cost him \$3,000 in diesel fuel, his hourly costs were out of sight. But he didn't care, because he loved it. Or, consider a country club. They're not cheap either. The cool thing about aviating at Galt is that the "country club" comes along with it. I think

Leslie and I value our friends and the social atmosphere at Galt as much as we do the airplane. It's just a cool place to hang out, and there's always an open hangar with a cool beverage and friendly smiles. And sometimes an air show to top off the day. It just does not get any better than that.

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.

APP OF THE MONTH**Dah Dit**

This month's app is a Morse code tutor from Nifty Stuff Labs. "What's Morse code?" I hear you young-uns asking. Well back in the day, before mobile phones were invented, this is how us older folks used to communicate with each other!

Okay, not quite. Nowadays Morse is mostly used by amateur radio operators but it still has some uses in aviation. Radio navigation stations transmit a short set of identification letters in Morse code to let pilots know the station is operational. For example, the DuPage VOR transmits "DPA" in Morse on its radio frequency, 108.4.

Dah dit is an excellent way to learn the sounds and character set of Morse code, including letters, numbers and punctuation. It plays the sound of a letter a few times, then you tap the letter you think corresponds to the sound and the app tells you if you got it right or wrong.

It also allows you to practice sending Morse by tapping out messages on your iPhone.

Once you have learned Morse you will of course want to send messages to your friends. Compose a message in the regular alphabet and the app translates it into the appropriate dots and dashes in an email. If your friends also have Dah Dit they can listen to the Morse in your email to decode your message.

Dah Dit initially provides hours of fun, then you get bored with it!

Compatible with iPhone, iPod Touch and iPad and requires iOS 3.0 or later and is available from iTunes for \$1.99.



Young Eagles Rally September 8th

By Esther Medina, EAA Chapter 932
Young Eagles Coordinator

Calling all pilots, ground crew and support volunteers! Chapter 932's next Young Eagle Rally will be at Galt Airport on Saturday, September 8th, set-up at 8 a.m., first Young Eagles arriving at 9 a.m.

Our goal for the upcoming rally is to attract first-time Young Eagle fliers and to further this goal the event will be advertised in local newspapers. We hope this will give access to a larger pool of Young Eagle candidates; the disadvantage being it will be harder to predict the actual turnout.

While this will be a great opportunity to bring in new people to beautiful Galt Airport, keeping the

Rally organized and flowing smoothly will be a bit more of a challenge. Our hope is to offer many flights, and the success of the rally is dependent upon the participation of the terrific Chapter 932 volunteers.

Every volunteer is greatly appreciated to help out during these events – not only do we need pilots and ground support, volunteers are also needed in many other areas. There is something for everyone from grilling to running the simulator and many other activities. One area we always need help in is activities to keep the kids busy while waiting for their flights. If you have a suggestion for an activity you would like to see (and even better yet run), we welcome the idea!

A successful rally is not possible

with out the generous participation of Chapter 932's volunteers. Thank you for helping inspire the next generation of aviators; together we can make the September 8th rally a success.

If you will be participating in the September 8th Young Eagle Rally please contact Esther Medina at medina.elm@gmail.com or by phone at 815-648-4798.

Mark Your Calendars

The last Chapter 932 Young Eagles Rally of the year is scheduled to be held at Galt Airport on October 13, 2012. Those interested in taking part should contact Young Eagles Coordinator, Esther Medina at medina.elm@gmail.com or by phone at 815-648-4798 to reserve flights.

Galt Traffic Classifieds

CERTIFIED FOOD MANAGER

Are you a McHenry County Certified Food Manager or do you know someone who is? We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food. If you are interested in assisting in this role please contact Jean Forni at forniflyer@aol.com.

TECHNICAL COUNSELOR WANTED

EAA Chapter 932 is seeking an EAA Technical Counselor to support two Pietenpol projects. If you know anyone who might be interested please contact Beth Rehm at (847) 530-8014 or vp@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.



PARTNERS WANTED FOR CESSNA 182Q

Looking for partners for a low time, 1977 C-182Q Skylane with no damage history based at Galt Airport (10C). N735ZH. IFR. 2639 Total Time. 91 SMOH at Poplar Grove Airmotive. Prop 205 SOH. EDM 700 engine analyzer. Garmin 496 GPS. New bladders 2012. New leather interior and upper trim. Very nice paint. Fresh annual July 2012 at JB Aviation. Previous owner did \$50,000 plus last couple years. Sold because of lost medical. For more information please

call Ed Pudlo at 847-507-6962 or Justin Cleland at 815-648-2433.

NEW CHAPTER MERCHANDISE AVAILABLE

In an attempt to boost chapter funds we are selling various items featuring the new chapter logo. We currently have EAA Chapter 932 coffee mugs for sale at \$8.50 each. Other items such as baseball caps and t-shirts will be offered later in the year. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know. You can buy the coffee mugs at chapter meetings or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org

ADVERTISE IN GALT TRAFFIC

Please contact the editor to discuss your advertising needs at editor@eaa932.org.



A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Once again, our little airport has been in the news quite a bit over the last few weeks. With Galt officially for sale, the aviation media outlets have taken interest and started to print articles.

Both AOPA and Avweb ran articles, and my understanding is that Midwest Flyer is ready to publish one as well. Because of all this attention, the airport has started to generate quite a bit of both local and national interest. If you or anyone you know is interested in purchasing Galt, now's the time! Please let me know and I'll make sure to get you in touch with the right people. As always, I'll keep you all informed of any news as it becomes available.

I'd like to take a moment to wish grounds manager Dan Wesolek a speedy recovery. Dan underwent surgery on his knee a few weeks ago and is currently at home recovering. We hope to see him back in the tractor mowing grass again very soon. Also, many thanks to Bob and Lucas for picking up the slack and keeping Galt looking great during Dan's absence. This really is the best looking airport around!

Finally, I'd like to welcome Emily Medina back home. Emily spent the last month at Air Force Field Training in Alabama enduring rigorous training in the midst of a brutal heatwave. We're all very proud of you Emily and couldn't be happier to have you back at Galt. You are one tough girl!

Also, just so everyone knows, Emily is now trained in hand-to-hand combat... you've been warned!

Licenses and Ratings

Congratulations to **Mike Cortina** who passed his Private Pilot check-ride on August 12th. Mike has been learning to fly with Galt flight instructor **Peter Durzynski**.

Congratulations to **Ross Kohler** who also earned his Private Pilot license on August 12. Ross has been training with Galt Chief Flight Instructor, **Justin Cleland**.

We also have two first solos to celebrate this month; **Alan Gates**, who is training with **George Rigert**, and **Haylee Walsh**, who is training with **Justin Cleland**.

Also congratulations to **Eric Rehm** on his first RC solo without crashing The Apprentice!

Good luck to all the other Galt Airport Flight School students who are busy preparing for their first solos, written tests and check-rides.

Flour Drop Competition Results

1st Place (50 pts)

Bombardier - Daria Cleland
Pilot - Justin Cleland
Aircraft - Cessna 172

2nd place (35 pts)

Bombardier - John Cleland
Pilot - Justin Cleland
Aircraft - Cessna 172

3rd Place (25 pts)

Bombardier - Kristopher Killips
Pilot - Dave Monroe
Aircraft - Champ

1st Bullseye

Bombardier - Ed Moricoli
Pilot - Bruce Schottland
Aircraft - Piper J3 Cub

Best Pilot

Dave Monroe in the Champ
(Average 17.5 pts per bombardier)

Last Place

Bombardier - Ed Moricoli
Pilot - Andy Anderson
Aircraft - Piper J3 Cub

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Brian frequently brags about having the fastest golf cart at the airport. Parker Johnston was tired of hearing this day after day and said "There is no way your electric golf cart is faster than my Whizzer."

"Your Whizzer isn't a golf cart, it's a gas powered moped, but I can still beat you," challenged Brian.

As they say, "It was On!"

A 1000 foot drag strip was set up on the taxi way.

A large crowd gathered. The racers lined up. Parker and Brian donned their helmets (safety third is Brian's motto).

Ready, set, go! They were off!

With a blast of power Brian's front wheels lifted off the ground. Parker's rear tire spun releasing a spectacular display of smoke and ten foot jet of flame from the exhaust.

The crowd cheered.

Six minutes later Parker had won the race.

When Parker crossed the finish



Parker Johnston (left) on the Whizzer and Brian Spiro (right) in the General Lee, line up for their big race in front of a sell out crowd at Galt Airport. Photograph by Eric Rehm.

line, Brian was only at the 900 foot mark.

Still riding the high from his victory and really wanting to shut Brian up, Parker challenged Brian to another race.

"This time, because my Whizzer is running on gas, I'll start 100 feet behind the start line to make it fair."

All other things being equal, will Parker win, lose, or will it be a tie in

the second race?

If you can figure out the answer please send an email to Brian at maintenance@galtairport.com.

The winner will be randomly selected from all of the correct answers received by Brian and the prize will be the winner's choice of a new JB Aviation baseball hat or t-shirt.

August Brainteaser Answer

Last month Brian wrote about how he bought a pile of airplane parts and after getting bored and selling the pile to Bob and later buying it back from Bob again he actually assembled a complete airplane and eventually sold it to Justin. Well, it turned out that Brian actually made a profit of \$2,000 from that project!

The lucky winner of that puzzle was our very own Galt Traffic feature writer, **Larry Schubert**. Well done Larry.



EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

Summer continues to bring exciting and interesting things to enjoy at Galt Airport. We have shared lots of flying adventures, barbecues, hangar flying and assorted antics that make Galt Airport a great community to be a part of. And before the buzz of EAA AirVenture even wore off, it was already time for Galt's annual bomb drop competition put on by JB aviation!

Every year the bomb drop gets better. This year was unbelievable. Airplanes literally filled the pattern all afternoon. Not a single flour bomb was left over and it was definitely the best attended competition yet. The weather could not have been better with temperatures hovering around eighty degrees, bright sunshine all day long and a light wind out of the West. It was a huge success.

Congratulations are due to JB Aviation, and many thanks, as well. And also a thank you to all the pilots that showed up and invited their family and friends. It was truly your participation, enthusiasm and friendly competitive spirits that made the bomb drop so successful, which in turn is a boost for Chapter 932. All around, it was a great day.

I often remark to others that Galt Airport has everything you would expect to find at an airport, but much more, as well. The Galt Airport bomb drop competition is an example. Another is the award our very own Editor, Beth Rehm, won for her tremendous work on our newsletter. Beth has made our newsletter the finest among thousands of chapters worldwide. Thanks to Beth, too.

Lastly, remember that Chapter 932's next Young Eagles Rally is on September 8, 2012. As usual, lots of pilots are needed. Please make the time to make this great event a success, too. Every single pilot makes a big difference. Additionally, since

the rally takes place at the same time as our regularly scheduled monthly meeting, the meeting is cancelled for September. We will reconvene on October 6th. With a month off we will surely have lots of business to cover. So if you find that you have missed a meeting or two, the October meeting would be a good one to attend. We need the good ideas and perspective everyone brings.

Bruce Schottland



GA Flight Inspires a Flying Career

Long before the Young Eagles program began, EAA 932 chapter member **Don Sword** recalls taking an excited 12-year old boy for a flight. He was grinning from ear to ear when they landed and he told his dad "that's what I want to do."

He meant it. Thirty five years later, that child is now Col. David "Oscar" Meyer who has flown more than 4000 hours in F16s for the South Carolina Air National Guard.

"I still can't thank you enough for taking me up that day," Col. Meyer wrote in an email to Don. "It literally inspired me to start down the path that I have been blessed to successfully navigate."

Col. Meyer has been flying F16s

for 25 years since graduating the Air Force Academy in 1987 and has flown over 80 combat missions. He is 169th Operations Group commander at McEntire Joint National Guard Base and currently deployed in Afghanistan protecting ground forces.

It is truly amazing that just one flight can inspire such a distinguished military career.

Good job Don!

Dick Hahn News

Long time EAA Chapter 932 member, **Dick Hahn** (81) is currently hospitalized at the Mercy Harvard Care Center in Harvard, IL. He is confined to a wheelchair and will likely be staying at the care center for some time.

Dick has been a member of this chapter since 1992. He really misses flying and all his friends in the chapter. I visited with him recently and he's in fairly good spirits considering his situation but would welcome a call or visit from anyone who knows him. You can contact Dick at;

Mercy Harvard Care Center
Room 220
901 Hayes St.
Harvard, IL 60033
(815) 943-2497

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport/EAA 932 Calendar of Events

- September 8** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C). Set up begins at 8 a.m.
- October 6** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Note this is not the usual date.
- October 13** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
- November 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- December 8** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

See the Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA Chapter 932.

Find more events for other EAA chapters at <http://www.eaa.org/calendar/>

Other Aviation Events

- Sep 1** Fly-in/Drive-in New Lisbon, WI (82C), 7 am - 3 pm. Tom Chudy (608) 547-6503.
- Sep 1** Fly-In/Cruise-In, pancake breakfast at Marion, IN (MZZ), 7am-2pm. (www.flyincruisein.com)
- Sep 1-3** Cleveland National Air Show, Burke Lakefront Airport (BKL). (www.clevelandairshow.com)
- Sep 6-8** Midwest LSA Expo. Mt. Vernon Airport, Mt Vernon, IL. (www.midwestlsashow.com)
- Sep 8** Wings Over Waukegan 2012, 9:30 a.m. (www.waukeganairshow.com)
- Sep 8** 5th Annual Chapter 622 fly-in/ drive-in breakfast, Danville, IL (DNV), 7-11 am.
- Sep 9** EAA Chapter 1414 Pancake Breakfast, Poplar Grove, IL (C77), 7:00 am to noon. (1414.eaachapter.org)
- Sep 9** Annual Fly-in Breakfast, Ogle County Airport, Mt. Morris. 11-3 (www.oglecountyairport.com)
- Sep 14-16** Midwest Ercoupe Fly-In at Jacksonville, IL (KIJX). Contact Phil Howe 217-720-4230.
- Sep 15-16** Midwest Stinson Fly-In at Jacksonville, IL (KIJX). Contact Barbara Cook 734-277-3469.
- Sep 15** EAA 252 Pancake Breakfast, Oshkosh, WI (OSH), in the airport terminal building, 7:30 - 11:00 am.
- Oct 7** Chapter 1177 Fall Colors Fly-In breakfast, Palmyra, WI (88C), 8am-noon. (www.1177.eaachapter.org)
- Oct 13** EAA Chapter 2 Chili Lunch Fly-In, Fort Wayne, IN (SMD), 11am-2pm. (www.eaa2.org)
- Oct 14** EAA 682 Fly-in Pig Roast, Ogle County Airport, Mt. Morris. 11-3 (www.oglecountyairport.com)
- Oct 14** EAA Chapter 1414 Pancake Breakfast, Poplar Grove, IL (C77), 7:00 am to noon. (1414.eaachapter.org)

Find more aviation events online at the following sites;

www.flyincalendar.com, www.fly2lunch.com and www.aopa.org/pilot/calendar.

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

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|---------------------|---|---------------------------------|
| 09/05/12, 8:00 p.m. | All About Spark Plugs (AMT & Wings credit) | Mike Busch |
| 09/11/12, 7:00 p.m. | Don't Let Fear Stall Your Flying (Wings credit) | Chelsea Stein Engberg |
| 09/12/12, 7:00 p.m. | Young Eagles - 20 Years and Growing | Brian O'Lena and Michelle Kunes |
| 09/19/12, 7:00 p.m. | Flight Testing Homebuilts | Chad Jenson |
| 09/25/12, 7:00 p.m. | Aircraft Insurance - MUMBO JUMBO | Bob Mackey |

EAA Chapter 932 Officers and Contacts

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Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.75

(includes tax)

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